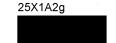
Approved For Release 1999/09/24 : CIA-RDP82-00457R00080000005-6 CONTROL OFFICIALS ONL CENTRAL INTELLIGENCE 25X1A2g INTELLIGENCE REPORT CONFIDENTIAL DATE China COUNTRY INFO Economic Information: Manchouli-Harbin Railroad SUBJECT DIST. 21 August 1947 This document is hereby regraded in CONFIDENTIAL in accordance with La 2 **PAGES** letter of 16 October 1979 from the <u>25X1A6a</u> Director of Contral Intelligence & E.s. SUPPLEMENT ORIGIN 25X1X6 Archivist of the United Clares. In early March 1947; the Soviet forces turned over to the Chinese Communists 59 used locomotives and 86 railway cars, 40 tons capacity each, for use between Harbin and Manchouli (117-27, 49-36). This equipment is former Japanese Manchukuo rolling stock which has been remodeled after the Soviet style. Each locomotive now bears the "hammer and sickle" insigne. Since the arrival of this rolling stock, transportation and communication between Harbin and Manchouli have improved considerably. 25X1A6a The railroad between Harbin and Manchouli is single-tracked and of narrow Note: This would contradict a previous report that the tracks had been widened. Some maps of 1945 show this road as standard gauge, doubletracked; some maps dated previous to 1945 show it as single-tracked, standard gauge. See paragraph 3.)* 3. At the Manchouli railroad station there are both wide (standard? broad?*) and 👍 narrow gauge tracks, side by side. Coreals transported by the Chinese Communists come in on the narrow tracks from the east, are transferred to Soviet railway cars on the wide tracks, and are then shipped to the Soviet border. The transfer is effected by workmen who have been drafted from stores, shops, 25X1X6 A daily average of 500 men engage in this work. 25X1A6a Note: Manchuria Transportation Map, No. 2100, August 1945, by Maps and Graphics Division, Foreign Economic Administration, shows the railroad into the 25X1X6 USSR from Menchouli as single-tracked, standard gauge.) Some of the engineers on this railroad are Soviet citizens, some Chinese. All plans concerning the railroad are formulated by the Soviet staff members of the Chung Chang (中長) Railroad Bureau. Note: Communist railroad bureaus in Manchuria.) 25X1A6a 25X1A2g 25X1A6a Note 8 "Marrow" gauge here probably means "narrow", i.e., "standard", Russian "broad" gauge.7 as opposed to Document No CONFIL NO CHANGE ION COMPIDENTIAL CONTROL U.S. OFFICIALS ONLY Class. DDA Momo, 77/1763 DDA REG. Approved For Release 4999/09/24 : CIA-RDP82-00457R000800600005-6

Approved For Release 1999/09/24: CIA-RDP82-00457R000800600005-6



CENTRAL INTELLIGENCE GROUP

... 2 =



25X1X6

Depart:

25X1X6

5. (Passenger) Train Schedules:

De hai e	TATAL V C	Lister Time
Manchouli	Tsitsihar	
0600	1300 following day	31 hours
Tsitsihar	Manchouli	
0600	1300 following day	. 31 hours
(No regular schedule	of freight trains) Harbin	8 hrs., 50 min.
0730	1620	16 hrs.
1600	0800 (following day?)	
Harbin	Tsitsihar	

Trains moving in opposite directions meet at Anta (125-19, 46-24) station.

- 6. The trains running between Manchouli and Tsitsihar are fired with coal which is brought from the Soviet border. Trains running between Tsitsihar and Harbin also burn coal which is supplied mostly by the Soviets.
- 7. During the Soviet occupation of the Northeast the railroad between Ningnien (124-27, 47-47) and Nenchiang (125-13, 49-11) was removed. It has not yet been replaced.
- 8. During the Soviet occupation of Manchuria, the railway station at Hailar was destroyed. At present the Chinese Communists are using an improvised station in the dormitories behind the old station.
- 9. All tunnels and bridges between Tsitsihar and Manchouli are intact.

